

## **AMENDMENTS TO THE CLAIMS**

The following listing of claims will replace all prior versions and listings of claims in the application.

### **LISTING OF CLAIMS**

1. (Previously Presented) A steering wheel arrangement, the steering wheel arrangement comprising a fixed element, the fixed element carrying a first annular bearing, the annular bearing supporting a steering wheel for rotation relative to the fixed element, the fixed element also carrying a second bearing, the second bearing rotatably supporting a component to be connected to part of the steering column of a vehicle, the bearings both being retained to the fixed element by a first resilient retaining element, the first bearing being retained to the steering wheel by a second resilient retaining element.
  
2. (Previously Presented) An arrangement according to Claim 1 wherein the fixed element has a housing part with an upper surface, the upper surface having at least two levels, the outer periphery of the upper surface defining a wall, the first bearing being mounted to that wall, the upper surface defining an opening having a side wall, the second bearing being mounted to that side wall; wherein the first retaining element comprises a plate which lies over the upper surface, the plate having a part which is resiliently biased into contact with part of the first bearing and with part of the second bearing.

3. (Previously Presented) An arrangement according to Claim 2 wherein the plate has two arcuate sections located to either side of an aperture, one arcuate section being provided with retaining studs to secure the plate to the fixed element, the other arcuate section being resiliently connected to the first arcuate section and engaging both the first bearing and the second bearing.
4. (Previously Presented) An arrangement according to Claim 3 wherein the first arcuate section engages both the first bearing and the second bearing.
5. (Previously Presented) An arrangement according to Claim 3 wherein the arcuate sections are interconnected by two relatively narrow interconnecting bridges.
6. (Previously Presented) An arrangement according to Claim 1, wherein the second retaining element is of annular form, the element carrying a plurality of radially inwardly directed resilient lugs which engage the first bearing on which the steering wheel is mounted, the second retaining element being secured to part of the steering wheel.
7. (Previously Presented) An arrangement according to Claim 6 wherein the second retaining element is provided with a plurality of fixing studs, the fixing studs passing through corresponding apertures formed in part of the steering wheel.

8. (New) An arrangement according to Claim 1, wherein the first resilient retaining element further includes:

a first section overlying a portion of the first and second bearings for retaining the first and second bearings to the fixed element; and

a second section interconnected with the first section and overlying a portion of the first and second bearings for retaining the first and second bearings to the fixed element.

9. (New) An arrangement according to Claim 8, wherein the first and second sections of the first retaining element are resiliently biased into contact with the first and second bearings at an undersurface of the first retaining element.

10. (New) An arrangement according to Claim 1, wherein the center of rotation of the steering wheel is offset from the center of rotation of the steering column.

11. (New) A steering wheel arrangement for a vehicle, the arrangement comprising:

    a fixed element carrying a first annular bearing and a second annular bearing, wherein the first bearing supports a steering wheel for rotation relative to the fixed element and the second bearing supports a steering column for rotation relative to the fixed element;

    a first resilient retaining element having a first section and a second section, wherein the first section overlies a portion of the first and second bearings for retaining to the fixed element and the second section overlies a portion of the first and second bearings for retaining to the fixed element; and

    a second resilient retaining element for retaining the first bearing to the steering wheel.

12. (New) The steering wheel arrangement of Claim 11, wherein the fixed element further comprises:

    an upper surface having at least two levels of differing height;

    an outer periphery defining a wall, wherein the first bearing is mounted to the wall; and

    an opening in the upper surface, wherein the second bearing is mounted to the opening.

13. (New) The steering wheel arrangement of Claim 12, wherein the first and second sections of the first retaining element are resiliently biased into contact with the first and second bearings at an undersurface of the first retaining element.

14. (New) The steering wheel arrangement of Claim 11, wherein the second retaining element is secured to the steering wheel.

15. (New) The steering wheel arrangement of Claim 14, wherein the second retaining element further comprises:

a plurality of fixing studs, the fixing studs passing through corresponding apertures formed in part of the steering wheel.

16. (New) The steering wheel arrangement of Claim 11, wherein the first and second bearings are coplanar.

17. (New) The steering wheel arrangement of Claim 11, wherein the second bearing is mounted within the bounds of the first bearing.

18. (New) A steering wheel arrangement for a vehicle, the arrangement comprising:

    a fixed element carrying a first annular bearing and a second annular bearing, wherein the first bearing supports a steering wheel for rotation relative to the fixed element and the second bearing supports a steering column for rotation relative to the fixed element, wherein the center of rotation of the steering wheel is offset from the center of rotation of the steering column;

    a first resilient retaining element having a first section and a second section, wherein the first section overlies a portion of the first and second bearings for retaining to the fixed element and the second section overlies a portion of the first and second bearings for retaining to the fixed element; and

    a second resilient retaining element for retaining the first bearing to the steering wheel.

19. (New) The steering wheel arrangement of Claim 18, wherein the first and second bearings are coplanar.

20. (New) The steering wheel arrangement of Claim 18, wherein the first and second sections of the first retaining element are resiliently biased into contact with the first and second bearings at an under surface of the first retaining element.